

Intimations.

ROYAL HONGKONG YACHT CLUB

THERE will be a GENERAL MEETING of the ROYAL HONGKONG YACHT CLUB on MONDAY, the 11th February, at 6 P.M., in the CRICKET PAVILION, when the following RESOLUTIONS will be proposed:—

- 1.—That the Club adopt the new Y.R.A. Rating Rules and Building Limitations, after the close of the present Season, and abolish the Club restrictions.
- 2.—That the First Class consist of 24 ft. l.r. Yachts, but that existing boats exceeding 24 ft. new rating, be allowed to sail in the 24 ft. class at their new rating, provided they do not exceed 24 ft. old rating, and have not altered their hull.
- 3.—That Rule 5 shall read:—

There shall be no Time Allowances in Club Races for First Class Yachts, except in the case of Yachts built before the close of the Season 1900-1901, whose new rating exceeded 24 ft. l.r.
- 4.—The Club Rules to be altered accordingly.

F. KOE, Hon. Sec.,
ROYAL HONGKONG YACHT CLUB
Hongkong, 5th February, 1901. [1560]

UNIVERSAL TRADING COMPANY,
LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of \$15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Voeux Road Central.

Dated Hongkong, 21st January, 1901.

ELLIS KELLY,
General Manager

NOTICE.
TO ALL MEMBERS OF ST. PATRICK'S
CLUB,
GARDEN ROAD, HONGKONG.

THE USUAL DANCE ON SATURDAY
the 9th instant, has been CANCELLED
and a VARIETY CONCERT has been SUBS-
TITUTED, and the Manager begs to express
the hope that the change will be appreciated.
To ensure it being enjoyable the Manager has
secured the services of the well known Eccen-
tric Vocalists of the Far East viz., Messrs
ARNOLD and LYTON; this clever pair of
Artists have just returned from Europe, where
they have been delighting crowded house-
holds nightly with their amusing patter in their latest
success entitled—
*Incidents and Accidents or
We'll never forget.*
Hongkong, 6th February, 1901. [168]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give **LESSONS IN PIANOFORTE to LADIES and CHILDREN.**

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80]

WANTED

WANTED about the 25th-February, 1901
a Competent **EUROPEAN NURSE**
to take charge of Three Children (aged Four
years, Two and a Half years and Ten months
respectively) on voyage to England. Passage
and Expenses paid. References required.
Apply by Letter to—
"W"
27A, Beach Street, Penang.
9th January, 1901. [44]

Entertainment.

BOXING TOURNAMENT.
THEATRE ~~5552~~ ROYAL

CITY HALL.
Under the Management of
MR. C. T. ROBINSON,
(Kindly assisted by Gentlemen Amateur
Boxers)
will take place on
28TH FEBRUARY, 1ST MARCH and 2ND
MARCH, 1901.

For the Championships of the Colony
LIGHT WEIGHT (146 lbs.)
CHAMPIONSHIP COMPETITION.
MIDDLE WEIGHT (158 lbs.)
CHAMPIONSHIP COMPETITION.
HEAVY WEIGHT CHAMPIONSHIP
COMPETITION.
First, and Second Bouts; Three, — 3 Minute
Rounds. Final Bouts; Four, — 3 Minutes Rounds.
NINE STONE TWELVE ROUNDS.
CONTEST (126 lbs.)

For the Championship of the Colony
HEAVY WEIGHT TEN ROUNDS
CONTEST
OPEN TO ALL COMERS
\$1,500 PRIZES VALUE PRIZES \$1,500.
 The above mentioned competition, and con-
 tests will be controlled by the "MARQUIS OF
QUEENSBERRY'S RULES"
 Six ounce or ordinary Gloves to be used
 University costumes must be worn. \$50 awarded
 for the **BEST AND NEATEST COSTUME.**
NOTICE TO BOXERS.

ENTRIES CLOSE SATURDAY NEXT,
9th February, 1901.
All letters to be addressed "CESTUS," care
of *Hongkong Telegraph* or to Mr. C. T. ROBIN-
SON, care of THE ROBINSON PIANO COMPANY,
Queen's Road Central, Hongkong.
N.B.—For further Particulars see Daily
Press and Posters.

Hongkong, 4th February, 1901. (154)

Twenty-seven years the procedure under the English Judicature Acts has been developed into a system far in advance of anything previously existing. The rules and orders regulating that procedure have not been brought into force in the Colony hitherto, and thus in certain respects the procedure in Hongkong has not kept pace with the more modern improvements in the Mother Country. The Hongkong Code of 1873 was founded mainly upon the rules of the Supreme Court for China and Japan passed in 1865, and it also embodied parts of the Indian Code of Civil Procedure then in force, as well as some few sections of the Indian Evidence Acts and the English Common Law Procedure Acts. But since that enactment, the Indian Code of 1882 has been passed, as well as the 1883 rules of the Supreme Court of England. The framers of the Code now before the Council, while basing their work upon the Hongkong Code of 1873, have, accordingly, had the advantage of being able to make full use of the more modern materials thus placed at their disposal, and the result is that the procedure in Hongkong has been brought up to the requirements of the greatly developed commerce of this Colony. Looking back upon the progress of Civil Procedure in England during the nineteenth century, it might fairly be said that the first quarter of that century was a period of stagnation. The stately figure of Lord Chancellor Eldon blocked the way. The second quarter might be described as the period of preparation. It was then that the eloquence of Lord Brougham at last succeeded in impressing upon Parliament the necessity of appointing Royal Commissions, and the reports of these Commissions paved the way for reforms destined to sweep into oblivion many of the obscure technicalities and heartrending delays of the ponderous machinery of the then existing law. The third quarter saw the actual commencement of these reforms, embodied, for instance, in the three Common Law Procedure Acts of 1854 and 1860, the Chancery Procedure Act of 1853, and the Chancery Orders of 1860. It was not, however, till the last quarter of the century that the procedure of the different Courts was at once simplified and welded into one harmonious whole. The Judicature Act of 1873, did not come into operation till the 1st November, 1875. By its provisions, the various Courts, such as the Exchequer, Common Pleas, Queen's Bench, Chancery, Probate, Divorce and Admiralty, were fused together into one High Court of Justice, and the amalgamation of the procedure of the different Courts was facilitated. This, by selecting the most suitable of the diverse regulations from the various systems, it became possible in England to evolve the excellent code of Civil Procedure known as the Rules of the Supreme Court, 1883. These are the rules now in force in the Mother Country. This is the source from which much of the new matter in the Code, now before the Council, has been drawn; and I think you will agree with me that it is very desirable that Hongkong should follow the lead of England in these respects.

The Colonial Secretary, in seconding said: "I am sure all members of this Council will endorse the remarks of the Attorney-General when he says that the Chief Justice (Sir John Carrington) and the Committee have worked hard on the Bill, which is one with which the welfare of the Colony is most intimately connected. (Applause.)"

On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill was referred to the Law Committee.

CIVIL PROCEDURE.
The Attorney-General moved the second reading of the Bill entitled an Ordinance to repeal various statutes relating to civil procedure or matters connected therewith. He said: "The object of this Bill is to repeal the enactments which will be superseded by the Code of Civil Procedure and in part also by the Trustee Ordinance, 1901."

The Colonial Secretary seconded, and the motion was carried.

On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill was referred to the Law Committee.

The Council then adjourned till next Wednesday.

THE FINANCE COMMITTEE.
Immediately after the Council meeting a meeting of the Finance Committee was held, the Colonial Secretary presiding. The following minutes were submitted and passed.

The Governor recommends the Council to re-vote the sum of \$120 in aid of the vote "Government Medical Scholarship." The Chairman said Government gave \$40 a year, and as there were three students, that meant \$120 a year. This sum had been voted last year, but had not been paid, and it was now necessary to re-vote the money to allow of its being paid this year.

The Governor recommends the Council to re-vote the sum of \$5,829.82 to cover the cost of construction (\$4,875) and chartering of steam-launches (\$954.82) for the use of the New Territory. The Chairman said it was necessary to charter launches while new launches were being built for the use of the New Territory. This money also had been voted last year, but not paid.

This was all the business.

BOXING.
CHAMPIONSHIPS OF THE COLONY.

Last night there was a large attendance at the Theatre Royal, to witness the boxing contest got up by Mr. J. H. Downs. Several well-known men were down to box, and lovers of the art were promised a good evening's show.

Mr. C. Clinck acted as "master of ceremonies" and Mr. R. Love and Mr. W. Farmer were the timekeepers on the programme was an exhibition "spar between Privates Watkins and Morris. They boxed four rounds in good style and made a suitable start to the evening's display.

Next was a contest for the lightweight championship of the Colony between H. Pickett, of U. S. S. Albany, and C. Morgan, of H. M. S. Bristol, the winner to receive \$100 and the loser \$25. Side bets of \$200 were attached.

In the first round Mills got a few blows in, but towards the end the American hit Mills' body till he was nearly on the ropes. The Englishman "set the claret running," however, by a tremendous blow with his left. Next round Mills was in a bad way and Howe did all the hitting. Mills was winded to start the next round and Howe got home again with his right on Mills' body. Mills punished Howe a little but was showing signs of fatigue. The fifth round, Mills drove two blows home, the American all the time watching for an opening. Howe was doing much as he liked and Mills was getting knocked about. In the sixth round Mills looked in better trim to start, but the American was fresh and Mills was in a bad way at times. Howe won in the seventh round. He hit Mills several times and completely knocked the "puff" out of him. Mills was felled several times and could only stand with difficulty. Eventually he was lying across the ropes and dropped. He lay at full length till after time was called. Mills was lifted into his chair and then assisted out of the ring.

The event of the evening then came. Con Sheenan, of H. M. Naval Yard, boxed Mike Collins, of San Francisco, for the heavy-weight championship of the Colony. It was a no route contest. Mr. J. H. Downs was referee. Flint of Thomas' Grill Rooms, challenged the Winner.

First Round.—Both were extremely cautious and a clinch occupied some seconds. Collins made the first hit, but a clinch was the "only result." Sheenan got the first blow in on Collins body, with his right.

Second round.—Sheenan drove home on his opponent's wind and one in the face.

Third round.—Both received blows over the heart, but to no effect.

Fourth round.—Sheenan crashed home with his right on Collins' left ribs and Collins got to the corner of the ring. Collins was in a bad way. The fifth round gave Sheenan the victory. He held the advantage most of the time, though they were well matched. Sheenan sent two hard blows in quick succession on Collins' body, and then received a tap in the right place. Then with a quick feint, with the left Sheenan got several blows in. Collins was hit on the body and face in succession and was on the ropes. He was not done by any means, and Sheenan received a hard blow in the face from Collins' left. They were sparring close together when time was called, with Sheenan in the corner of the ring still holding the advantage. Then a clinch was created by Collins, about two seconds after time, striking Sheenan in the face with each glove in quick succession. Of course there were loud cries of "foul," and Sheenan was declared the winner.

It was unfortunate that the American either did not hear "time" called, or lost his head in his endeavours to hit Sheenan, but he lost the contest, game to the end.

Both boxed well and there was not much to choose between them, but it is admitted by most that Sheenan was the better man and would probably have won in any case.

FOOTBALL.
CHALLENGE SHIELD COMPETITION.

Another tie in the second round of the Challenge Shield Competition was played off at the Happy Valley on Wednesday afternoon, when "H" Company of the Royal Welsh Fusiliers defeated "A" Company of the same regiment by 3 goals to 1.

This is the second victory by "H" Company in the competition, and if they go on at this rate they stand a chance, and a good one, for the shield.

H.K. A.F.C. v. 38th SOUTHERN CO., R.A.
Saturday, 9th February, 1901.
Goal—Van der Horst.
Backs—W. H. Russell, H. Pinckney.
Forwards—W. H. Howard, J. W. C. Bonnar, S. L. Jenkins.
Goalkeepers—Lt. Clapham, R.G.T. Captain Tullock, R.A., J. F. Noble, J. E. Lee, A. R. Lowe.

INSANITARY BALLADS.
[BY OUR INSANE CONTRIBUTOR.]
No. II.

THE HUNTING OF THE SWAMP.
In the Land of rotten granite rocks
And misnamed fragrant streams,
Where babies babble of the plague
Which haunts them in their dreams,
Where many mighty mudhuts tower
Towards the empyrean blue
There dwell two many lettered men
Well known to me and you.

One, known as A.P. C.M.O.,
Well skilled in all diseases—
On all of which he'd lecture
Or would write a host of theses;
The other, D.W.P.,
A man well versed in drains,
In building fancy bridges up
To crumble in the rains.

The ruler of the granite rocks,
Sent these two learned men,
To go in search of swampy land—
They started out at ten.
And sought till four, the hour when they
Were used to go to rest.
But not a swamp could they produce—
They say they sought with zest.

But those who said the swamp was there
Had much to say upon it.
Said "none so blind as those who won't
See swamps, depend upon it.
These many lettered gentlemen,
Did not know where to look,
Or else perhaps they found a swamp,
But thought it was a brook."

And lots of other things were said,
But these I'll not repeat.
Words spoken at a meeting can
Be shouted in the street:
For men may grow hot headed
When they're told a thing they've seen.
Is not where they have said it is.
Can't be, and has not been.

Now my idea about it is,
These very learned men,
Who finish work at four o'clock
And start again at ten,
Had no idea of what was meant
By swamp, or bog, or marsh,
And thus we should not judge them,
In case we might be harsh.

I've looked up Mr. Webster and
I find he says a swamp
Is spongy, soft, wet, marshy ground,
On which one cannot romp
Without endangering one's clothes
And picking up some dirt,
Praps A.P.C.M.O., or friend,
Was wearing his best shirt.

If that were so I quickly see
That neither one could go
To any spot the dictionary
Might describe as low,
So I'd suggest, when next we want
Reports on marshy land,
Just send a coolie down to look,
A President's too grand!

[N.B.—Our tame lunatic has apparently forgotten the one hour allowed for tiffin.—Ed., H.K.T.]

THE NATIONAL BANK OF CHINA, LIMITED.

The following is the report of the Directors to the tenth ordinary annual meeting of shareholders to be held at the offices of the Bank, Victoria Buildings, Hongkong, on Saturday, 9th March, 1901, at noon:—
To the shareholders.

The National Bank of China, Limited.
Gentlemen,—The Directors have now the pleasure to submit to you an account and balance sheet for the year ending 31st December, 1900.

The gross profits including \$9,584.01 brought forward from last year are \$223,495.54, which after deducting all charges, allowing for bad and doubtful debts and wiping out stationary account leaves a net profit of \$17,682.08.

This the directors propose to deal with as follows:—To pay a dividend of \$1.50 per share (in London 3/16) absorbing \$66,679.50, to place \$48,000 to reserve (this includes \$12,000 ample allowance for any likely depreciation on our securities) and to carry forward \$9,002.38.

Mr. Chow Tung Chang retired in rotation from the head office board and the Right Honourable C. B. Stuart Wortley, Q.C., M.P. from the London Committee and being eligible for re-election offer themselves accordingly.

The accounts and the head office have been audited by Messrs. J. H. Cox and W. Hutton Potts and in London by Messrs. Deloitte, Dever, Griffiths & Co., chartered accountants.

Your obedient servant,
CHAN KIT SHAN,
Chairman.

Hongkong, 8th February, 1901.

BALANCE SHEET, 31ST DECEMBER, 1900.

Liabilities.

Capital, 750 fully paid founder's shares of £1 each (laid down in the East at exchange of 35/), 5,000.00

Capital, partly paid, £233,624 (laid down in the East at exchange of 35/), 2,157,493.32

Capital reserve fund, 191,973.33

Reserve fund, 17,533.35

Notes in circulation, 2,378,000.00

Fixed deposits and current account, 478,205.00

Loans payable, 547,088.56

Bills for collection and branch balances, 353,068.43

Drafts, acceptances and endorsements (Bills rediscounted), 263,170.41

Balance of profit and loss account, 117,682.08

Total, \$ 4,676,304.28

Assets.

Cash on hand and at bankers, 604,046.61

Government securities belonging to the bank, 478,205.00

Bills receivable, loans and advances, 1,886,167.70

Bills for collection receivable and branch balances, 1,787,009.56

Furniture, 16,000.00

Interest, &c., accrued, 38,162.01

Total, \$ 4,676,304.28

PROFIT AND LOSS ACCOUNT.
31st December, 1900.

Dr.

Charges, Directors' fees and salaries, 105,813.46

Amount to be placed to reserve fund, \$48,000.00

Dividend Account, proposed payment of \$1.50 per share on 40,453 shares, (3/16) per share in London at exchange of 2/11, 60,679.50

Balance to be carried forward to next account, 9,002.38

Total, \$ 223,495.54

Cr.

Balance brought forward from last year, 9,584.01

Gross earnings for year ending 31st December, 1900, 213,911.53

Total, \$ 223,495.54

On 1st January, 1901, our Capital and Reserve Funds will stand as follows:—

Capital fully paid founder's shares, 5,000.00

Capital partly paid ordinary shares, 2,157,493.32

Capital reserve fund, 191,973.33

Reserve fund, 65,533.35

Total, \$ 2,420,000.00

CHAN KIT SHAN,
Chairman.

GEO. W. F. PLAYFAIR,
Chief Manager.

H. PINCKNEY,
Chief Accountant.

D. GILLES,
J. LAUTS,
CHOW TUNG SHANG, } Directors.

We have compared the above statements with the books, cash and securities at the head office, and with the returns from the branches, and have found same to be correct, and in our opinion the balance sheet is properly drawn up, so as to exhibit a true and correct view of the bank's affairs as shown by the books. The London returns have been audited and certified by Messrs. Deloitte, Dever, Griffiths & Co., chartered accountants.

Hongkong, 8th February, 1901.
JAMES H. COX, } Auditors.
W. HUTTON POTTS, }

AT THE MAGISTRACY.
COOL CHIEF, "POLICEMAN SENT BY THE SANITARY BOARD."

"It an 'express' a summons?"

A very peculiar case came before Mr. Kemp this afternoon when An Wan, of no occupation, was charged with demanding money with menaces on the 6th inst. at the houses Nos. 93 and 95 Hollywood Road.

The occupiers of two floors of No. 93 and one floor of No. 95 gave evidence. It was to the effect that the defendant came to them and represented himself as having been sent by the Sanitary Board. He said he was a police constable, No. 38, and proceeded to point out defects connected with pipes, taps etc. He also said that the houses were suspected to be brothels, and he was sent to look into the matter. He produced an "express" advertisement of an auction of a quantity of furniture printed in English, and told his intended victims that he had a summons, and one of the witnesses was told to pay \$15, in default of payment of which the defendant would carry the summons through.

His Worship remanded the case to Monday.

USING A TEA HOUSE AS A GAMBLING DEN.
P. C. Taylor brought the master of a tea house at Apichau before Mr. Kemp, this morning charged with allowing gambling to be carried on in his tea house.

A fine of \$50 or two months' hard labour was imposed.

THE FINE WAS PAID.

BIG INCOME BY SANITARY PROSECUTION.
Inspector Brett brought a budget of summonses up this morning and a whole host of Chinese were fined.

The amount of \$255 was paid in small fines for permitting illegal cubicles to exist in the houses, and for failing to provide an open space in the rear of his house one man was fined \$10. These summonses occupied the attention of Mr. Kemp for a considerable time this morning.

THE OPENING OF THE SOLDIERS' AND SAILORS' HOME.

The opening ceremony of the Soldiers' and Sailors' Home, Arsenal Street, took place yesterday afternoon at 3.30 p.m. when Mrs. F. H. May performed the ceremony. The Home was tastefully decorated for the occasion with flags and pots of flowers and presented a gay and festive appearance. Mrs. May arrived punctually at 3.30 and was met by the Rev. C. Bone, who conducted her upstairs to the spacious Meeting Room set apart for the purpose. On the platform we noticed Colonel and Mrs. Bertie, Mrs. Powell, Rev. C. J. Williams, etc. Commodore and Miss Powell, Col. and Madame O'Gorman were amongst the audience. The Rev. C. Bone then opened the proceedings by giving out the opening hymn, which was followed by a short prayer. Rev. C. Bone in a short address gave a statement of the accounts of the building, and said he wished it to be distinctly understood that the Home was to be run on strictly teetotal lines, he was not there that afternoon to give them a teetotal address, so he would ask Mrs. F. H. May kindly to declare the Home open, which she did in a few well chosen words, which all succeeded in the future. Mrs. Bone then presented Mrs. F. H. May with a small silver card receiver as a memento of the occasion, for which Colonel Bertie returned thanks on behalf of Mrs. F. H. May. Two short speeches followed and a hymn brought the proceedings to a close. Mrs. F. H. May, Mrs. Powell, and others then partook of some refreshment and departed. At 5.30 a sumptuous tea was given for 30 cents each, which was well attended, followed at 7.30 p.m. by a general meeting and concert, which was crowded to the doors. Mr. Pitt occupied the chair and addresses were given by the Chairman, Rev. C. J. Williams and Rev. W. Danner. The vocal items were exceedingly well rendered by the students, Bouler, Haggar and Maudie and were much enjoyed. At the conclusion of the first part of the meeting a collection was taken, as there is still a debt of 1,500 dollars on the building. The collection amounted to \$5 dollars, but it was afterwards increased to 168 dollars. The proceedings terminated with a hearty vote of thanks to those who had taken part in making the whole affair such a success.

BOXING.

Of late years, boxing, from an amateur or professional point of view, has declined considerably in England and Australia, and while there are several causes to which it may be attributed, it can be said, without fear of denial, that the fault lies largely with the boxers themselves. There is a maxim no less old than true—that "nothing is worth doing that is not worth doing well," and it is by adopting these lines the Americans owe their present exalted position. They display more energy in their athletic pursuits, and never tire of manipulating success. It more frequently happens with our subjects that their rise to prominence is only a forerunner to neglect, and they maintain that their laurels will carry them through life. Little attention is applied to the preservation of health, and as a consequence, a severe course of work leaves them but shadows of their former selves, and, therefore, when their stamina is again tested, they are found to be wanting—with the foreign elements matters are reversed.

Generally speaking, their boxing professionals are an intelligent, industrious, and, moreover, an ambitious race. To be careful in their habits is an initial undertaking, and the greater portion, to a degree almost of vanity, regard their anatomical beauty. They do everything to invigorate the human frame, and are not slow to observe the advantages of training as a prevention as well as a cure of disease, while it assuredly prolongs life and promotes its happiness. The health is a first study, and by purifying the body and strengthening its powers by a process of training, they increase their vigilance, dexterity, and strength. Herein lies the chief fault of our English and Australian boxers, as following a victory, for which a considerable time has been spent in preparing for the issue, they usually indulge in a protracted term of idleness. It is this sudden change which damages the more vital portions of their constitution, and detracts that suppleness which should be characteristic with an athlete, and to boxers more so. If he be not in possession of certain physical peculiarities, it stands to reason he cannot excel in the art, as natural strength alone will not carry him through.

Strength undoubtedly is what the boxer ought to set out with. It is the fundamental quality, but without art he would have little success. A less degree of art will prove far more effective than a considerably greater degree of strength. Deficiency of strength may be greatly supplied by art; want of art will have but heavy and unwieldy succour from strength. Constant practice can alone make one perfect with the intricate points of the art, while nothing more effectively than exercise can conduce to strengthen the muscles or ensure the soundness of their structure. It follows, then, that health, vigour, and activity chiefly depend upon exercise and regimen, or, in other words, upon the observance of those rules which constitute the theory of training. It must be admitted that the most beneficial consequences arise from steady and constant work, and to those who are to engage in corporeal exercises, such as boxing, beyond their ordinary powers, they can do no better than follow the example so plainly set forth here, and which the Americans have proved so beneficial. True, their opportunities for learning on the other side of the Atlantic are greater, as every city has its several public gymnasiums, where practice can be indulged in *ad lib*, but in this country such places are confined to clubs and institutes, open only to members.

To the Americans the encouragement of gymnastic exercises is considered essential to their national security and honour. They find in it also an invigorator of the public mind by creating in it a love for whatever is athletic, manly, and brave, and it might be advantageously extended in British possessions; then may we once again reasonably expect to show the master hand in a branch of sport of which England is justly proud and one which has in the past proved so superior to a foreigner, be it on the battlefield or in a private quarrel. It is an acknowledged fact that the noble art is essential to the safety of man as a social being, for it is less requisite to him as an individual. It should, therefore, be cultivated in schools equally as much as swimming and other pursuits, while public gymnastic and boxing academies should not be left without a thought.

To those who may acquire any great amount of skill let them, if they so choose, make use of their superior knowledge as a means of a livelihood, as by so doing they are capable of conferring their advantage to others. Then should we be more fitted to enter into competition with the better-trained American—*The Asian*.

HARMSTON'S TUG-OF-WAR.

There seems to be great interest taken in the Tug-of-War by Army and Navy Contingents in Hongkong at present, as the numerous responses to Mrs. Hamston Love's enterprise in giving prizes to the Bluejackets and Tommies show. Even our Indian warriors have made up a team for the event and should they prove the victors and put down "the Sahibs" there will be great rejoicing at the East End. The entries are two teams from H.M.S. *Endymion*, one each from the Royal Welch Fusiliers, the Seige Train, H.M.S. *Centurion*, and the Indian Cavalry Regiment. At the request of several ships who are getting up teams, the management has postponed closing of entries to Monday, February 11th, at 12 noon positively; no entries after that date. Entries will be published in Monday afternoon's papers, and drawing for places will take place at the Circus on Monday night, when each team entered must be represented.

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on fifteen years' observations to 1896.

Barometer.....30.141
Thermometer.....57.3
Humidity.....79.0
Rainfall.....1.76

TO-DAY.

WEATHER REPORT.
On 8th Feb. at 4 p.m.

Barometer.....30.18
Temperature.....58
Humidity.....47
Rainfall.....—

TO-MORROW.

Friday, 8th February, 1901.

Chinese—20th of 12th moon of 26th year of Kwang-su.

Sun—Rises.....6hr. 39min.

Sets.....5hr. 49min.

High water—Afternoon.....6hr. 10min.

Afternoon.....1hr. 29min.

Low water—Morning.....5hr. 33min.

Afternoon.....5hr. 33min.

ANNIVERSARIES.

1626—The Spanish fleet left the port of Cavite, by order of the Governor of Manila, for the purpose of taking Formosa.

1810—John Ruskin born.

1840—Roman Republic proclaimed.

1868—Great fire at Foochow.

1872—Assassination of Lord Mayo, Viceroy of India.

1879—Russia-Turkish Treaty signed.

1890—Great fire at Yokohama, Japan. Collision at Kobe between the steamers *Felbridge* and *Mutsu Maru*.

1897—The *Rurik* docked at Hunghom; largest vessel docked in Hongkong.

1898—Disastrous cyclone at Mackay, Queensland.

1900—Severe bombardment of Kimberley.

TO-MORROW.

Saturday, 9th February, 1901.

Chinese—21st of 12th moon of 26th year of Kwang-su.

Sun—Rises.....6hr. 38min.

Sets.....5hr. 50min.

Moon—in Apogee 3hr. a.m.

High water—Afternoon.....6hr. 38min.

Afternoon.....1hr. 39min.

Low water—Morning.....6hr. 1min.

Afternoon.....6hr. 25min.

ANNIVERSARIES.

1553—Bishop Hooper burnt.

1857—The *Henrietta Maria* found drifting about in Palawan Passage; captain, crew and 200 coolies missing.

1891—Destructive fire at Kowloon City.

AGENDA.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU.....	NAGASAKI, SASEBO, KOBE and YOKOHAMA.....	FRIDAY, 15th, Feb., at Daylight.
SADO MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 22nd Feb., at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 22nd Feb., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 7th February, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
SILESIA.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG).....	February, 11th.	Freight and Passage.
PREIBURG.....	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG).....	February, 27th.	Freight.
MARBURG.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG).....	About 10th March.	Freight.
BAMBERG.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG).....	About 15th March.	Freight.
SIBIRIA.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG).....	About 25th March.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
For further Particulars as to Freight, Passage, &c., apply to
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.TOYO KISEN KAISHA. U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....		Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....		Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....		Tuesday, 23rd April, at Noon.

THE "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

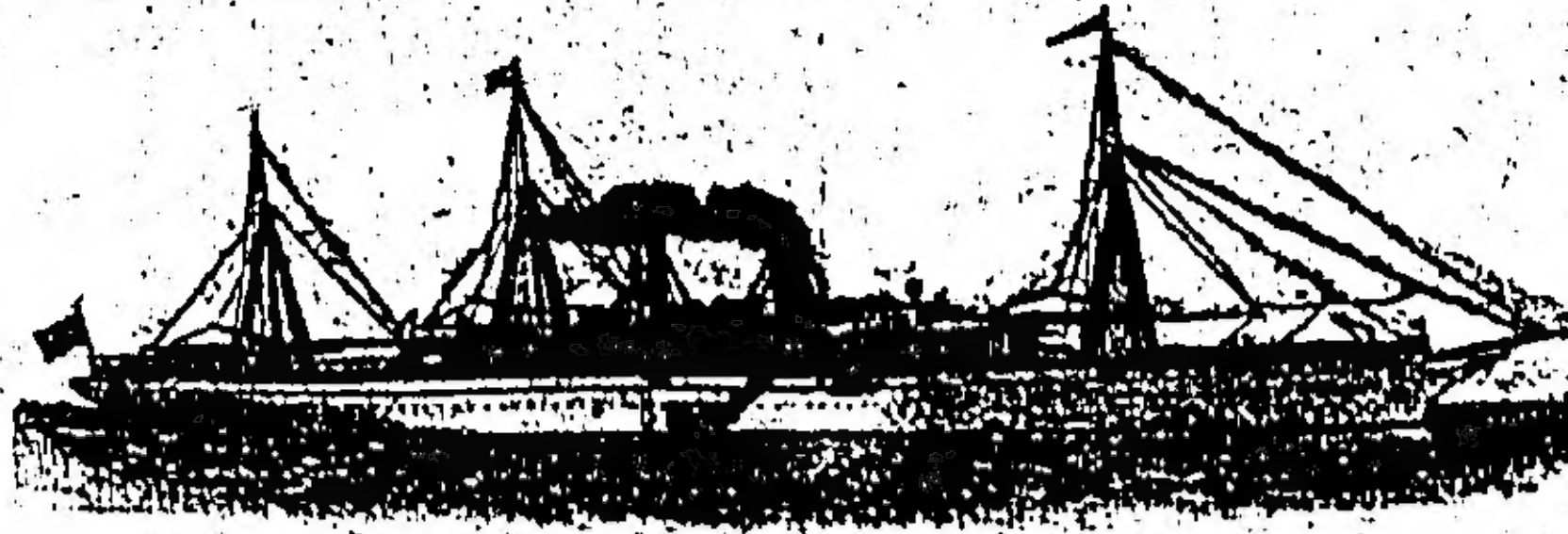
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th February, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 13th February.
EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 13th March.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Puders Street.

Hongkong, 16th January, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 13th April, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 29th January, 1901.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE OREGON RAILROAD AND
NAVIGATION COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.) AND
SAN FRANCISCO,
VIA
INLAND SEA OF JAPAN, KOBE,
AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA".....

2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA.....	"SUNGKIANG".....	9th Feb., at Noon.
YOKOHAMA and KOBE.....	"TAIWAN".....	9th Feb., at Noon.
YOKOHAMA and MOJI.....	"CHIHLI".....	10th Feb., at Daylight.
NAGASAKI and MOJI.....	"KWEIYANG".....	11th Feb., at Noon.
MANILA.....	"CHANGSHA".....	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHANGSHA".....	15th Feb., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th February, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON.....	"ALCINOUS".....	Pulford.....	19th February.
"....."	"IXION".....	Robinson.....	5th March.
"....."	"DEUCALION".....	19th March.
LIVERPOOL.....	"GLAUCUS".....	16th February.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 8th February, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above

TO-MORROW, the 9th instant, at 3 P.M.

This Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th February, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above

on TUESDAY, the 12th instant, at 4 P.M.

This Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th January, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched as above

on WEDNESDAY, the 13th February.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

STEAM FOR

SINGAPORE, BOMBAY, ADEN, SUEZ,

PORT SAID AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS,

TO SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS).

THE Company's Steamship

"MARIA TERESA,"

Captain Raskevich, will be despatched as above

on THURSDAY, the 14th instant, P.M.

For Information as to Passage and Freight,

apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 1st February, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the

above Ports on WEDNESDAY, the 20th instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th February, 1901.

FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA,"

will be despatched for the above Port, on or

about the 26th instant, and will be followed by

the S.S. "GYMERIC."

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th February, 1901.

To be Let.

TO LET.

"ROSENEATH" Kowloon—

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st February, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1890.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

FROM BOMBAY COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Arctia* & *Egypt*,
From Persian Gulf, ex S.S. *Java*, *Namur*,
and *Klamath*.

Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 4th February, 1901.

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 14th instant, at
10 A.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the Vessel's arrival here, after
which no claims will be recognised.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th February, 1901.

ROBINSON PIANO
CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS
OFIRON-FRAMED
PIANOS.

\$215, \$290, \$345, \$400.

HAAKE, METZLER, WERNER.

We personally searched Germany, and

England thoroughly and found nothing

to come near these. They are altogether un-

equalled in the Colony. Please see them before

buying.

Others by

COLLARD, BRINSMEAD, RAOHAL.

HIRE PAYMENT SYSTEM

HONGKONG, 7th February, 1901.

The Share Market.

LATEST QUOTATIONS.

(February 8th)

VISITORS AT THE HONGKONG
HARRY

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

Hongkong, February 8th, 1901.

Alacrité, despatch-vessel, 1,700 tons, 10 6-pd.
of guns, 2,500 lbs. Commander G. C.

—F. M. Cradock, Shanghai.

Comdr. E. D. Hunt, Singapore.

Yongkang, British cruiser, 11,000 tons, 16,500 i.h.p., 16.6 inch. q.f. guns, Capt. G. H. Cherry. B.N. Hongkong.

Albatross, British 2nd-class cruiser, 4,300 tons,
3,000 h.p., 10 guns. Capt. A. M. Barrett.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN SEAS

Pravda, Moscow, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Comdr. Sharen at Tokyo.

Dandjolar, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovess,

rossia, Russian armoured cruiser, 12,200 tons,
22 guns, 14,500 h.p., Capt. Domojiroff, at

Avouch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin,

guns, twin screw, 1,500 h.p., Capt. Rogulia,
at Taku.

Novorossiisk, Russian torpedo boat, 87 tons, 4

rauss, Russian torpedo boat, 23 tons, 1 gun,
1700 h.p., 16 knots.

3 guns, 2 torp tubes 780 h.p., speed 22 knots.
surf, Russian torpedo boat, 140 tons, 4 guns,

Fürst Bismarck, German flagship, 11,000 tons, at anchor, Capt. Graf Lütke, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Takou.

THE AMERICAN SQUADRON.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p.,

Tris, U.S. distilling-ship, 6,100 tons, 1,300 h.p.,

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

16 guns, 11,111 h.p., Capt. G. F. F. Wilde.
at Takii.

Yorktown, U.S.-gunboat, 1,710 tons, 6 guns, 2,202 h.p. Comdr. G. S. Sperry, at Manila.

Termosca, Italian cruiser, Capt. Carlo Negri,
Shanghai.

Shikima, 1st class, 12,460 tons, 38 guns, 14,000

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at
Chamorro.

Chin Hoku, 400 tons, 5 guns, 472 h.p.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.

Lieut.-Comdr. H. Kawase, Japan.
Obow, torpedo-catcher, 318 tons, Capt. Camada,

620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes.

Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)

Post Office

For Swatow, Amoy, and Tamsui—Per For

ing, to-morrow, the 9th instant, at 4 P.M.
For Yokohama and Moji—Per *CHILL* to-

For Manila—Per Yuenang on Tuesday.

...in the City of Victoria, B.C.